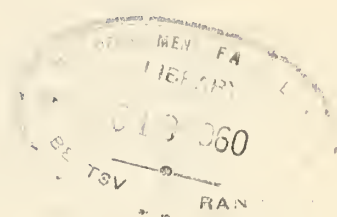


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Facts About Federal Regulations Affecting the Interstate Movement of Livestock

ARS 22-60

October 1960

Agricultural Research Service
UNITED STATES DEPARTMENT OF AGRICULTURE

FOREWORD

Necessity of Federal regulations for control and eradication of animal diseases is widely recognized. But health standards and Humane Act requirements for the interstate movement of livestock are not enough. Full compliance, stemming from informed public support and strict enforcement, is necessary to maintain the integrity of regulatory safeguards.

The United States Department of Agriculture is responsible for enforcing Federal statutes and regulations affecting the interstate movement of farm livestock and poultry. In meeting this responsibility, USDA emphasizes the obligation of all concerned with moving livestock and poultry across State lines to acquaint themselves with pertinent regulations and comply fully with their provisions. Anyone violating regulations is liable to penalties.

USDA works closely with State and local livestock sanitary officials, practicing veterinarians, and livestock association representatives to assure that up-to-date, accurate information about requirements for moving livestock interstate is available to everyone concerned. For example, USDA's Agricultural Research Service recently distributed to all accredited veterinarians an ARS-91-17 publication on "Health Requirements and Regulations Governing the Interstate and International Movement of Livestock and Poultry, State-Federal (1959)." The handbook contained health requirements for admission of livestock and poultry into all the States and Canada as well as Federal regulations.

This special report was prepared as part of the Department's continuing education program to keep the public informed about regulatory requirements. Although publications about particular regulations have been published in connection with various eradication programs, this is the first comprehensive background report on Federal regulations.

This report is not a substitute for, or a legal interpretation of, the Federal regulations or of the Animal Quarantine laws and the Humane Act on which specific provisions are based. Rather, it attempts to summarize in non-technical language their purpose, how they developed, the major types of regulatory provisions, what they have accomplished, and the necessity for complying with them. The Department hopes that veterinarians, county extension agents, vocational-agriculture teachers, representatives of farm organizations, transportation associations, and stockyards, and other agricultural leaders will use it as a tool for educating livestock producers and handlers about regulations.

FACTS ABOUT FEDERAL REGULATIONS AFFECTING THE INTERSTATE MOVEMENT OF LIVESTOCK

IMPORTANCE OF REGULATORY SAFEGUARDS

FEDERAL REGULATIONS provide safety "rules of the road" for interstate movement of livestock.¹ These safeguards are of two major types: Regulations for the control and eradication of communicable diseases; and statutory provisions to assure the humane treatment of animals during interstate shipment. Both types of regulation are aimed at facilitating the uninterrupted movement of healthy livestock to market.

Interstate traffic in domestic animals is heavy. During 1959, for example, more than 21-1/2 million head of cattle, sheep, and swine were moved from their home pastures to farms, ranches, and feedlots in other States for feeding and stocking purposes. This was in addition to the millions of animals transported across State lines for immediate slaughter.

The mobility of the domestic animal population helps livestock producers to pasture their herds where the grass is green and to market them where the demand is brisk. This mobility--coupled with the modern system of marketing and distribution--enables consumers anywhere in the country to tap resources everywhere in the United States to supply their needs regardless of drought or other local conditions.

Itinerant animals--including old and young, lean and fat, purebred and grade--represent a cross section of the total livestock population. And like livestock and poultry² on American farms, these travelers are--with few exceptions--healthy and in a thrifty condition--a fact which makes American livestock a welcome commodity at markets in this country and abroad. But even a few diseased animals, mingling unrestricted and undetected with the great flow of livestock pouring across State lines, could cause havoc by spreading communicable diseases far and wide. Federal regulations safeguard against this by providing health requirements for the interstate movement of animals. In fact, the multibillion dollar livestock and poultry industry with its great central markets and cross-country shipments could not continue to function as it does today without effectively enforced safeguards on the interstate movement of animals.

Federal regulations--implementing research findings in the animal health field and backstopping measures taken by States to protect the health of livestock and poultry--annually save ranchers and farmers millions of dollars by reducing animal-disease losses. At the same time these regulatory safeguards help assure buyers adequate supplies of healthy livestock and wholesome meat, milk, eggs, and other livestock products. Also, properly enforced regulations serve to protect the public against diseases like undulant fever, which are carried by diseased animals.

¹ As used in this report, the term livestock refers to farm animals, including cattle, swine, sheep, goats, horses, mules, and asses. The term does NOT include domestic pets or zoo animals which are not covered by interstate regulations.

² Poultry--as the term is used in this report and in the Animal Quarantine laws and regulations--includes chickens, turkeys, and domestic geese, and ducks. (Provisions of the 28-Hour Law do not apply to poultry.)

Strict compliance is essential for effective regulation. So long as any traces of serious communicable diseases of animals remain anywhere in this country or in a world made small by modern transportation, any letdown in regulatory safeguards could result in a resurgence of old plagues now under control or permit new ones to break through our defenses. A slight but significant increase since 1950 in the rate of bovine tuberculosis infection is indicative of the continuing need for effective controls to prevent the interstate spread of this and other animal diseases.

On the more positive side, progress in the war against some animal diseases has reached a point where an extra push is needed in the final drive toward eradication. Cases in point are recent changes in the regulations designed to advance eradication efforts against brucellosis in cattle and scabies in sheep. To provide the extra push needed to protect and advance gains made against brucellosis, a new provision of the regulations--in effect since January 1957--added specific brucellosis checks to the regular interstate-movement safeguards. Similarly, a new provision for control of scabies in sheep now requires that ALL sheep moving from infected areas (except sheep moving to public stockyards or for immediate slaughter at recognized slaughtering centers) will be officially inspected and dipped before moving into areas not known to be infected with scabies.

HOW FEDERAL REGULATORY SYSTEM DEVELOPED

19th Century Developments Leading to Demand for Regulations Governing Interstate Movement of Livestock

In the early days of America, animal-disease control was regarded largely as a local problem. This approach was then acceptable because the livestock industry was small, settlements far apart, travel slow, and most domestic animals and poultry either consumed on the farm or marketed locally.

This situation changed during the 19th century. Building of railroads and highways and the growth of great central markets increased the mobility of livestock. Serious communicable diseases made headway in some sections of the country. The States suffered setbacks and failures in their attempts to keep communicable diseases from crossing their borders and to eradicate them after they gained entry. Markets for American livestock at home and abroad were threatened by embargoes imposed by foreign governments and the various States to shut out pleuropneumonia and other plagues then prevalent in some parts of the United States.

Animal Quarantine Regulations Based on Act of 1884 and Its Amendments

Demand for Federal action to safeguard our livestock and livestock markets from the threat of animal diseases led to passage by Congress of the Act of 1884 authorizing the establishment of an agency³ in the United States Department of Agriculture: to prevent the exportation of diseased cattle and to provide means for the suppression and extirpation of pleuropneumonia and other contagious diseases among domestic animals.

³ This agency was the Bureau of Animal Industry. When the Department was reorganized in 1953, functions of the former bureaus were realigned and programs concerned with control and eradication of animal diseases assigned to the Animal Disease Eradication Division of the Agricultural Research Service.

The Act of 1884, with its later amendments, provides the basis for the present-day animal-disease eradication program administered by the Department, including Federal regulations governing the interstate movement of livestock. (Sections of this body of legislation concerned with the control of animal diseases through regulatory safeguards are commonly referred to as the Animal Quarantine laws, and regulations issued under these laws are called Animal Quarantine regulations.)

Provisions Directly Affecting Livestock Movement

Several sections of the Act of 1884 directly affected interstate movement of livestock.

One section prohibited the interstate movement of livestock affected by contagious, infectious, or communicable disease. It specified that no railroad company should receive such animals for interstate transportation or transport them across State lines and that no person, company, or organization should drive on foot or transport across State lines in a private conveyance any livestock knowing them to be affected with any contagious, infectious, or communicable disease.

Another section (specifically aimed at promoting the exportation of healthy livestock) directed the Secretary of the Treasury to establish regulations regarding the interstate movement of livestock⁴ upon recommendation of the Commissioner of Agriculture.⁵ This section also specified that the Commissioner of Agriculture should make "special investigations as to the existence of pleuropneumonia or any contagious, infectious, or communicable disease . . . along lines of transportation from all parts of the United States" as a basis for establishing regulations concerning the exportation and transportation of livestock when need for them was indicated by results of the investigation.

Still another section empowered the Commissioner of Agriculture to spend Federal funds for investigation, disinfection, and quarantine measures in cooperation with the States "to prevent the spread of disease from one State or Territory to another."

These sections of the Act of 1884 all had immediate implications with regard to the interstate movement of livestock. They provided for investigations of the existence of animal diseases along lines of transportation (foreshadowing public stockyards inspection), for issuance of regulations when required, and for quarantine in cooperation with the States, and prohibited the interstate movement of livestock affected by communicable diseases.

Research Provision of Act of 1884 Has Influenced Regulations

The Act of 1884 also provided for research into the cause, prevention, and treatment of communicable diseases of animals. Although not immediately concerned with regulatory responsibilities, research has had far-reaching influence on the development and direction of Federal regulations governing interstate movement of livestock. As research has uncovered new knowledge in the field of animal health, Federal regulations

⁴ This regulatory authority was transferred from the Secretary of the Treasury to the Secretary of Agriculture in the 1903 amendment to the Act of 1884.

⁵ This was the official title of the chief officer of USDA from the time the agency was established in 1862 until 1889 when the position was elevated to cabinet rank and the title changed to Secretary of Agriculture.

have been modified to give American livestock the protection of new know-how for prevention and control of animal diseases.

New Regulatory Authority Put to Work Promptly

New Safeguards Aided Successful Drive on Pleuropneumonia

The first major assignment facing the Department in carrying out provisions of the Act of 1884 was the eradication of pleuropneumonia. Many regulatory safeguards that are now accepted tools in the federally administered programs to combat animal diseases were pioneered in this, the first national animal-disease eradication campaign. Yards at major shipping and marketing centers were widely used as strategic spots for stationing inspectors to examine animals for pleuropneumonia and to prevent diseased animals from moving interstate or contaminating healthy livestock. Federal inspectors notified sanitary authorities in States of origin whenever cases of pleuropneumonia were discovered, helped enforce quarantine, and supervised the cleaning and disinfection of cars, pens, and premises contaminated by diseased animals.

In addition to implementing the newly enacted ban on the interstate movement of animals affected by communicable diseases "and especially the disease known as pleuropneumonia," the Department acted on its directive from Congress to cooperate with the States in combating the disease within their borders. Success of the eradication drive in States that pushed the federally recommended measures vigorously added momentum to the campaign.⁶

Progress was rapid after the national eradication drive got fully under way. In 1892 the Department announced that pleuropneumonia had been eradicated from the United States and the remaining quarantines were lifted. In only about 5 years of Federal-State cooperative effort, backstopped by Federal regulations governing interstate movement of animals, a disease that had been introduced into the United States about 50 years before and had threatened our European markets had been eradicated.

New Regulatory Tools Used in Early Drive Against Texas Fever⁷

Two important weapons in our present-day arsenal for combating animal diseases (Federal quarantine and public stockyards inspection) were first used in the campaign against Texas fever following passage of the Act of 1884.

First Federal Quarantine Order Issued--In 1889 the Secretary of Agriculture issued an order establishing a Federal quarantine line marking the northern borders of the area infected by Texas fever and restricting movement of cattle from the area. This was the first national order establishing a Federal quarantine.

⁶ Stockraisers throughout the Nation were relieved and impressed, for example, when Illinois succeeded in keeping an outbreak of pleuropneumonia from spreading to the Chicago Union Stockyards after it was discovered in 1887, in a nearby herd. Prompt imposition of measures of quarantine and slaughter of affected animals succeeded in cleaning up the infection at a relatively low cost before it spread to the stockyards or became established in other herds of the city.

⁷ This once popular name for splenetic (or cattle-tick) fever is misleading since the plague did not originate in Texas but came to this country by way of Mexico and the West Indies.

This quarantine, backed up by regulations permitting the shipment of Southern cattle to Northern markets for slaughter only and with special quarantine restrictions, was effective in checking spread of the disease but did little to clean up the quarantine area. Quarantine restrictions provided that Southern cattle moving North for marketing be shipped in separate, specially marked cars and kept in quarantine pens until slaughtered.

Public Stockyards Inspection Started--In 1890, the Secretary issued an order requiring the inspection at public stockyards of cattle intended for export--an order which marked the beginning of our present system of stockyards inspection. The immediate purpose of the order was to detect and control Texas fever, the prevalence of which was threatening foreign markets for healthy American cattle. In 1897 inspection was extended to sheep for scabies and by 1905 public stockyards inspection had been extended to include the inspection for communicable disease of all livestock arriving at public stockyards.

1903 Amendment Spelled Out Regulatory and Inspection Responsibility

In 1903 the Act of 1884 was amended to meet an emergency caused by a Supreme Court decision, which held that the Secretary of Agriculture had exceeded his authority in administering the animal-disease control program.⁸ The 1903 amendment gave the Secretary of Agriculture authority to issue regulations "... to prevent the introduction or dissemination of any contagious, infectious, or communicable disease of animals from a foreign country into the United States or from one State . . . to another." It also specifically provided for Federal inspectors to inspect livestock and issue certificates for their interstate movement.

1905 Amendment Clarified and Broadened Quarantine Authority

In 1905 the Act of 1884 was further amended to clarify and broaden the powers of the Secretary of Agriculture with regard to Federal quarantine.⁹ The 1905 amendment specifically empowered the Secretary of Agriculture to establish and maintain quarantine districts and to regulate the interstate movement of cattle and other livestock from these areas. It also gave the Secretary authority--in implementing quarantine--to cooperate with the State concerned in drastic eradication measures, including the purchase and disposal of diseased or exposed animals and contaminated materials.

1920 Amendment Permits Interstate Shipment Of Reactors to Tuberculin Test

In 1920 the Act of 1884 was amended to permit the interstate shipment, with proper safeguards, of cattle reacting to the tuberculin test.

⁸In the case of Reid v. Colorado, the Supreme Court on December 1, 1902, affirmed a lower court decision which held that the act creating the Bureau of Animal Industry did not contemplate the issue of certificates by the Secretary of Agriculture and that the act giving the Secretary of Agriculture cabinet status did not transfer to the Secretary the authority (which was then vested in the Secretary of the Treasury) to make rules and regulations regarding the inspection and transportation of animals in interstate commerce.

⁹In a report recommending passage of the 1905 amendment to the Act of 1884, the House Agriculture Committee (58th Congress, 3rd Session) said: "It is . . . obvious that contagious diseases of livestock cannot be stamped out if animals which have been exposed and which are capable of communicating the infection, but which are not themselves actually diseased, can be trained or shipped from State to State without restriction."

This action was taken to facilitate the orderly marketing and safe disposal of infected cattle with a minimum loss to their owners after local market gluts developed in connection with a national campaign to eradicate bovine tuberculosis.

The 1920 amendment required the Department to set up and enforce standards safeguarding the interstate movement of reactors to the tuberculin test. Regulations issued under the 1920 amendment provide that reactors to the tuberculin test may be shipped across State lines for disposal to public stockyards or officially approved slaughtering establishments--provided they are tagged, branded (with a letter T on the jaw), and accompanied by a special certificate.

Poultry Brought Under Animal Quarantine Laws in 1928

In 1928 Congress enlarged the Department's responsibility for control of livestock diseases to include live poultry.

This action resulted from the increasing volume of interstate shipments of poultry and a growing recognition of the benefits resulting to the livestock industry from Federal regulation to control or eradicate animal diseases.

1951 Amendment Permits Interstate Shipments of Brucellosis and Paratuberculosis Reactors

By 1951 progress in the control of paratuberculosis (Johne's disease) and in the brucellosis eradication program had reached a point at which the large number of reactors being slaughtered was causing a marketing problem similar to that encountered in the drive to eradicate bovine tuberculosis. As had been done in the case of reactors to the tuberculin test, Congress in 1951 amended the Act of 1884 to permit the interstate movement--with adequate safeguards--of reactors to the tests for paratuberculosis and brucellosis. The Department issued regulations similar to those governing the interstate movement of cattle reacting to the tuberculin test.

Interstate Regulation for Brucellosis Control Strengthened in 1957

Progress in the brucellosis eradication program since the adoption of the 1951 amendment, as indicated in the growing number of States and counties certified as modified brucellosis areas,¹⁰ led to the adoption of a new brucellosis regulation. The new regulation, in effect since January 1957, is designed to protect substantial eradication gains to date and provide an extra push toward complete eradication. It strengthens the brucellosis-eradication program in two ways: (1) By setting up brucellosis-control requirements on the interstate movement of all cattle (with the exception of steers, spayed heifers, and calves under 8 months)¹¹ regardless of their health status; and (2) by providing for USDA to specifically approve stockyards and slaughtering establishments that have met the brucellosis-control standards required for handling cattle moving

¹⁰This means that not more than 1 percent of the cattle and 5 percent of the herds in the area are affected by brucellosis.

¹¹These three classes of cattle are not a factor in the spread of brucellosis.

interstate. Some stockyards and slaughtering establishments are approved only for handling cattle not known to have brucellosis, and others are approved for handling reactors as well. (Specifically approved stockyards are discussed more fully on page 16)

28-Hour Law Enacted to Protect Livestock During Interstate Shipment

Building of the railroads brought new problems in connection with the humane handling of animals in transit to distant markets as well as disease-control problems. Livestock were frequently crowded and shipped long distances without unloading for water, feeding, or rest.

Protests from livestock owners and the general public led to enactment in 1873 of the first 28-Hour Law or Humane Act.

The present 28-Hour Law was passed in 1906. It provides that livestock in interstate transportation by rail or water¹² shall be unloaded in a humane manner at stated intervals into properly equipped pens for rest, water, and feeding, except under certain conditions when they may be fed and watered in the car.

At the present time, approximately 750 rest stations are operated by carriers along transportation lines. Of this number, 435 are regular stations for feeding, watering, and resting livestock and 310 are for emergency use. These stations are periodically checked by Federal livestock inspectors to help assure that standards for the sanitary and humane handling of livestock at rest stops are maintained.

Some Accomplishments of Federal Regulations to Date

The list of communicable diseases of animals and poultry that Animal Quarantine laws and regulations have helped control or eradicate in the 75 years since our Federal regulatory system started is a long one. A few of them are: Pleuropneumonia; cattle-tick fever; bovine tuberculosis and brucellosis; scabies in sheep and cattle; dourine and glanders in horses; cholera and vesicular exanthema in hogs; foot-and-mouth disease among cloven-footed animals; and pullorum and Newcastle diseases in poultry.

Progress has also been made under 28-Hour-Law provisions requiring the humane treatment of animals during interstate shipment. Where once it was not uncommon for livestock to be kept 50 to 70 hours in crowded cars without unloading, now carriers generally make a genuine effort to comply with 28-Hour-Law provisions for resting, watering, and feeding animals in transit to markets in other States. The 28-Hour Law has also served to protect livestock owners from financial loss resulting from injury to their animals due to improper handling while enroute to market. Livestock buyers, packers, and consumers have likewise benefited from regulations designed to prevent livestock arriving at markets in a weakened condition that would adversely affect the health of the animals¹³ or the quality of the meat.

¹² The 28-Hour Law does not cover poultry and, since it was enacted before motor transportation came into general use, makes no reference to livestock moved interstate by truck.

¹³ Animals that have been weakened by neglect during shipment are especially susceptible to the infectious disease hemorrhagic septicemia, or "shipping" fever.

PRESENT ROLE OF REGULATIONS GOVERNING INTERSTATE SHIPMENTS

Current Problems Facing Regulatory System

Major objectives of Federal regulations and statutory provisions presently governing the interstate movement of livestock are the same as when the first Federal regulations were issued late in the 19th century: To help control and eradicate animal diseases; to assure the humane treatment of livestock in interstate shipment; and to facilitate the safe marketing of healthy livestock. But times have changed and regulations, to be effective, have changed with them.

Encouraging progress that has been made in disease eradication on many fronts has increased the importance of Federal regulation in protecting animal health. The greater the gains, the larger the stake in protecting them through regulatory safeguards. However, some trends in the livestock industry--both long-term and recent--have complicated the task of administering and enforcing regulations.

Three of these trends, and the problems and opportunities they represent, are:

(1) Modern Feeding Practices.--One long-term development that has complicated the task of administering regulations is the prevailing marketing and feeding practice of shifting meat animals from their home farms and ranches to pastures or feedlots in other States before they are finally moved to slaughter. It is not uncommon, for example, for a steer to live in 4 or 5 States before it is finally slaughtered. During 1959, more than 21-1/2 million head of cattle, sheep, and swine were transported to other States for feeding and stocking. This practice faces our system of regulatory safeguards with the responsibility of implementing the stricter testing and other requirements that must be met for moving livestock interstate for other purposes than immediate slaughter.

(2) Increased Percentage of Interstate Livestock Shipments Moved by Truck.--Another development that has complicated the task of implementing Federal regulations is the greatly increased use of motor transportation. For example, more than 90 percent of the cattle received at 17 leading market centers in 1957 were trucked in as compared to 1925 when less than 5 percent of the cattle received were "truck ins".¹⁴

Rail shipments usually go along regular routes and arrive at major travel centers at scheduled times and in fairly large lots. In contrast, truck shipments move by many routes and through many different travel centers, generally in small consignments and without notice or regular schedule. Hence, the increase in motor transportation has made the task of inspecting livestock at travel points for compliance with Federal regulations and otherwise supervising the interstate movement of livestock and poultry more difficult.

(3) Progress toward Animal Disease Eradication.--As eradication is approached, progress becomes more difficult in some respects. The task of cleaning up last centers of infection, for example, is usually complicated by the fact that the easiest areas are cleaned up first and those presenting problems remain at the end. Also, the temptation of complacency is greater when the disease incidence is reduced to a low level.

¹⁴As used in this report, "truck in" includes livestock arriving by any other means than railroad.

On the other hand, new eradication tools developed through research and experience have increased the opportunities for furthering animal-disease eradication programs through interstate regulations. But new regulations--particularly those employing an unfamiliar concept or approach to animal-disease control--initially involve greater compliance problems than do regulations that have been in force for many years.

Legal Basis and Administrative Authority for Regulations

Federal regulations aimed at combating animal diseases are still based on the Animal Quarantine laws--including parts 51 through 55 and 71 through 83 of Title 9, Code of Federal Regulations. By permitting considerable flexibility, this basic legislation facilitates the updating of regulations to keep pace with new needs and new knowledge and to meet animal-disease emergencies adequately. The laws empower designated officials to issue new regulations or to change and amplify old ones when conditions warrant. Such changes necessarily must be within the basic authority of the Animal Quarantine laws.

Provisions for the humane handling of interstate shipments of livestock are based on the 28-Hour Law, or Humane Act.

Authority for promulgating Federal regulations is vested in the Secretary of Agriculture and regulations are administered by the Animal Disease Eradication Division of the Agricultural Research Service.

Regulatory Provisions Fall into Major Types

Despite the wide variety of provisions required for adequate safeguards in connection with livestock shipments of all sorts, particular regulatory provisions fall into several major types and follow accepted disease-control principles that have been developed through scientific research and tested by practical experience.

Major general provisions of our Federal regulatory system are listed to give an over-all picture of present-day safeguards and are then described individually to show the reasons behind the various types of regulations and how they operate to protect American livestock.

Major Types of Regulatory Provisions Listed

Some important ways Federal regulations protect animal health are by:

- Prohibiting the interstate movement of animals affected by communicable diseases and imposing Federal quarantine in extreme cases when required to meet an animal-disease emergency. (Only exceptions to the general prohibition on the interstate movement of diseased animals are tuberculosis, paratuberculosis, and brucellosis reactors. Such reactors are permitted to move interstate under specific regulations with special safeguards.)

- Requiring that vehicles, pens, and premises contaminated by the interstate movement of diseased livestock be immediately cleaned and disinfected under supervision of Federal inspectors.

- Providing for testing, dipping, immunizing, or otherwise treating animals when required to prevent the spread of disease through interstate movement of livestock. (Such treatments are performed under official supervision.)

- Controlling the interstate movement of animals not known to be affected by communicable diseases, when special cases require it. (Regulation of the interstate movement of cattle under the brucellosis program is one example of this. Another is the new requirement for the inspection and dipping of sheep moving interstate from areas infected with scabies.)

- Providing for a system of public stockyards with Federal inspection to assure prompt discovery, segregation, and safe disposal of diseased animals moving interstate through public stockyards.

- Providing for a system of specifically approved stockyards and slaughtering establishments meeting Federal requirements for handling interstate shipments of cattle under the brucellosis program, but operating under State supervision.

- Providing for the issuance, by public stockyards inspectors, of certificates for the interstate movement of animals that have been inspected and found to be apparently free of any contagious, infectious, or communicable disease.

- Providing for issuance of special certificates by Federal inspectors, certain State inspectors, and accredited veterinarians for interstate movement of cattle under the brucellosis regulation.

Interstate Movement of Diseased Animals Prohibited

The number-one safety "rule of the road" for livestock traffic is that the interstate movement of diseased animals is prohibited. This prohibition applies to the interstate movement of all livestock suffering from or exposed to communicable diseases with the exception of the controlled movement of tuberculosis, paratuberculosis, and brucellosis reactors.

Federal regulations to prevent the interstate movement of livestock and poultry affected by communicable diseases are formulated in accordance with accepted principles and practice of veterinary medicine applying to the particular malady involved.

Restrictions on the movement of diseased animals vary with the seriousness of the disease and the measures required to control it. For example, sheep that have been infected with scabies may be moved interstate after one dipping in a permitted dip provided other standard safety requirements are complied with,¹⁵ and may be moved interstate for any purpose after two dippings administered 10 to 14 days apart. In contrast, the interstate movement of horses affected by dourine is completely banned. The difference in the regulations applying to the two diseases is based on a combination of reasons: A dependable and economic method for controlling and treating scabies by dipping has been

¹⁵ Regulations provide that scabby sheep shipped interstate for immediate slaughter shall be transported in specially marked cars and shall either be slaughtered within 14 days of shipment or again dipped under supervision of a State or Federal inspector.

developed and is used routinely. In the case of dourine, however, no effective method for innoculating against or curing the infection has been developed. Consequently quarantine and slaughter of diseased animals remains the accepted method for keeping this dangerous malady--which once exacted a heavy toll--under control if it again appears.¹⁶

Restrictions are also affected by the destination and purpose for which livestock are shipped. Requirements for shipping livestock interstate to public stockyards and approved slaughtering places for immediate slaughter are less restrictive, for example, than requirements for moving animals from a country point in one State to one in another State. This is because effective safeguards are provided for the safe slaughter and disposal of animals at public stockyards and approved slaughtering places, while animals shipped interstate for feeding, breeding, or dairy purposes could easily carry diseases with them if necessary safeguards were not provided.

Sometimes livestock shipped to market for sale to packers are found not to be in a good condition for immediate slaughter. Under such circumstances, the shipper frequently finds it more advantageous for him to sell the animals to a feeder or to arrange to have them finished.

Federal regulations take care of this contingency by providing that livestock moved interstate for immediate slaughter will not be consigned for any other purpose until they have met the higher standards required for animals moved interstate for other than slaughter purposes. Thus sheep suffering from scabies that have been moved interstate for slaughter after one dipping would, if reconsigned to other than slaughter purposes, require a second dipping in accordance with the stricter conditions applying to sheep moving to farms or feedlots in another State. Similarly swine for other than slaughter would need to be immunized against hog cholera before being moved interstate and may move only to States which provide a quarantine of imported hogs for a period of not less than 3 weeks.

When a Federal livestock quarantine is imposed, any interstate movement of animals from the quarantine area, except in accordance with regulations applying for the particular quarantine, is prohibited. In cases where the danger of contagion is very great, movement of vehicles, animal products, hay, garbage, or even people is restricted.

Because of its drastic nature, Federal quarantine is ordinarily used only as a last resort. Usually the State involved establishes a quarantine immediately upon discovery of a serious animal disease to stop its spread within the State borders and then promptly puts eradication measures into effect. When the disease has spread widely or there is undue delay in disposing of affected animals, a Federal quarantine may be necessary to restrict the interstate movement of animals from the quarantine area within the State or, when the situation is acute, from the entire State.

Cleaning and Disinfection of Contaminated Vehicles and Pens Required

An important safety "rule of the road" for livestock travel requires that whenever vehicles or premises used in connection with interstate shipments are contaminated by diseased or exposed animals, they must

¹⁶No cases of dourine have been diagnosed in the United States since 1955.

be properly cleaned and disinfected. Otherwise healthy animals traveling along the same route or occupying the same vehicles, yards, or premises could become exposed.

Federal Regulations provide that the required cleaning and disinfecting shall be performed under official supervision. This insures that the contaminated areas and vehicles will be cleaned and disinfected in accordance with approved procedures so that no dangerous disease organisms or disease-carrying parasites will remain. The regulations also require that the cleaning and disinfection will be done before the contaminated vehicles or premises are again used in moving livestock.

These sanitary precautions apply to all cars, boats, trucks, and other vehicles used in the interstate transportation of diseased livestock and poultry, as well as to yards and premises used in connection with the shipments.

Thirty-seven thousand cars and trucks (including 2,317 railroad cars and 34,683 trucks) were cleaned and disinfected under Federal supervision during 1959. This figure includes cars and vehicles cleaned at the request of States and railroads.

Supervised Testing and Treatment of Livestock Required When Necessary for Disease Control

In some cases laboratory tests are needed to determine whether animals are affected by communicable diseases. For example, cattle that appear under simple visual and manual inspection to be healthy may react positively to tests for tuberculosis or brucellosis. In other instances, exposed or diseased animals require treatment or vaccination to effect a cure or prevent them from developing or spreading disease.

Federal regulations specify the particular circumstances under which such tests and treatments are required to safeguard against the spread of animal plagues through the interstate movement of livestock. Regulations also provide that required tests and treatments will be performed under official supervision.

In some cases, supervision by Federal inspectors is necessary to meet requirements for testing, immunizing, or treating animals shipped across State lines. In special cases--such as dipping sheep not known to be infected or exposed to scabies or testing cattle for brucellosis--the testing and treatment may be performed or supervised by accredited veterinarians working under State direction.

Official supervision assures that approved treatments are used and accepted procedures followed in testing and treating animals to comply with requirements for interstate shipment.

During 1959, more than 560,000 animals were dipped or immunized under Federal supervision at public stockyards alone. This number includes more than 21,000 cattle and 388,000 sheep dipped for scabies and nearly 152,000 hogs immunized.

Movement of Animals Not Known to Be Diseased Regulated in Special Cases

A New Regulatory Concept.--Federal regulations restricting the interstate movement of animals not known to be diseased are a relatively new development.¹⁷ The new approach was evolved to meet particular situations requiring an extra push to hold gains made against serious animal diseases and to drive forward toward their eradication. To date this approach has been applied on a nationwide scale in combating only two major diseases--bovine brucellosis and sheep scabies.

Because the concept is new, the need--in special cases--of regulations governing interstate shipments of animals of unknown health status is not yet so well understood by the general public as the necessity for restricting or prohibiting the movement of diseased animals.

Brucellosis Regulation Uses New Regulatory Approach.--First application of the new regulatory approach was made in the Federal brucellosis regulation which went into effect on January 1, 1957.

New provisions in the amended brucellosis regulation require that cattle not known to be infected or exposed to the disease be accompanied by a certificate when moving interstate. The type of certificate that should accompany a particular shipment--and whether an official certificate is required or a waybill or similar certificate will suffice--is spelled out in the brucellosis regulation. Only exceptions to this requirement are steers, spayed heifers, and calves under 8 months of age. (These three categories are exempted from brucellosis controls because they are not a factor in spreading brucellosis.)

Among the information items included in official certificates accompanying interstate shipments of cattle are: The destination and purpose for which the animals are shipped; the number of cattle in the consignment; the point at which the animals are moved interstate; and the name and address of the owner or shipper. Failure to comply with the requirement for an official certificate is an infraction of the regulations, subject to legal action.

Information provided by certificates helps State and Federal authorities make sure that sanitary regulations to prevent spread of brucellosis are fully complied with. Certificates also aid them to quickly locate and clean up centers of infection when diseased animals are found in supposedly healthy shipments of livestock.

Major Provisions of the Brucellosis Regulation.--In general, the new provisions provide additional safeguards to protect eradication gains. These safeguards apply particularly to the movement of cattle from infected herds or areas into modified-certified brucellosis areas. The regulation also provides increased incentive to livestock owners to attain and maintain brucellosis-free status for their herds and to cooperate with their neighbors in plans leading to area certification. Under the Federal regulation, cattle from certified brucellosis-free herds and modified-certified brucellosis areas have greater freedom of interstate movement than do animals from non-certified herds and areas. Restrictions are placed on the shipment of cattle from infected herds and areas.

¹⁷From the early days of regulation, local quarantines have been imposed and movement of all animals from the quarantine area either prohibited or subject to controls. As distinguished from quarantine, the new regulatory approach is nationwide in scope.

Following are major requirements of the brucellosis regulation:

(1) Reactors to the brucellosis test may move interstate under official certificate to slaughter at plants under Federal inspection or specifically approved by USDA, or to approved public stockyards for sale to approved slaughtering plants.

(2) Cattle not known to have brucellosis can also be shipped to approved plants for immediate slaughter or to a public stockyard or a yard approved by the Department. Such cattle must be accompanied by a waybill or similar document or certificate signed by the owner or shipper.

(3) Cattle from brucellosis-free herds and areas require only an official certificate to move interstate under the Federal regulation.

(4) Officially vaccinated animals under 30 months of age can be shipped interstate with only an official certificate, unless they are moved into a modified-certified brucellosis area. The latter must also have a permit from the livestock sanitary official of the State of destination.

(5) Officially vaccinated animals over 30 months old can be shipped to non-certified areas under an official certificate and a permit from the State of destination, if within the preceding 30 days they were blood tested and showed a reaction no higher than incomplete agglutination at the 1:100 dilution. If they move into a modified-certified brucellosis area, however, they must be quarantined until tested negative or slaughtered.

(6) Most unvaccinated animals over 8 months old can move under official certificate if tested negative within 30 days of shipment. Those going into a modified-certified brucellosis area are also required to have a permit from the State of destination and are then quarantined until tested negative after 30 days or slaughtered. The only exceptions to this requirement are animals from a herd that has tested reactor-free under a Federal-State supervision program within 90 days before shipment. They can be shipped anywhere under official certificate only, provided each animal in the consignment has tested brucellosis-free at least 30 days after the herd test but within 30 days of shipment.

(7) Beef bulls and females shipped for feeding or grazing only can move interstate under official certificate and permit from the State of destination if the State legally requires segregating and quarantining such cattle.

(8) Other provisions include: Requirements for identifying reactors by branding and ear-tagging; requirements for cleaning and disinfecting vehicles contaminated by reactors; requirements for marking records showing reactors are in shipment; and requirements to be met by stockyards and slaughtering establishments in order to get specific approval for handling cattle moving interstate under the brucellosis regulation.

Sheep Scabies Regulation Also Uses New Regulatory Approach.--Like the brucellosis regulation, the recently amended regulation to control sheep scabies places safeguards on the interstate movement of animals not known to be infected or exposed to the disease as well as infected ones.

The amendment sets up three types of areas for disease-control purposes: Free areas (those not known to be infected with sheep scabies); eradication areas (those with cooperative State-Federal eradication programs underway); and infected areas.

Under the regulation, sheep from infected areas or eradication areas may not move interstate into free areas without inspection and dipping except when animals are moved to public stockyards or for immediate slaughter at recognized slaughtering centers. Requirements for inspection and dipping also apply to sheep moving interstate from affected areas into eradication areas. Movement of sheep from free areas is not restricted, if they identify as uninfected and unexposed sheep of a free area is maintained in transit.

Purposes of the sheep-scabies regulation are similar to those of the brucellosis regulation. Provisions are aimed at protecting free areas and eradication areas from infection and encouraging infected areas to undertake eradication programs.

When the amended sheep-scabies regulation was announced on June 17, 1960, to go into effect 45 days later on August 1, a total of 26 States, the District of Columbia, and Puerto Rico were designated as free areas. In addition, a portion of one other State was designated as a free area and the remaining portion as an eradication area. All areas not designated as free areas or as eradication areas are considered to be infected.

Although there were no areas under Federal quarantine because of sheep scabies at the time the amended regulation was announced, provisions already in force for establishing such areas are included in the amended regulation.

Provide for a System of Public Stockyards With Federal Inspection

Federal regulations provide for a system of public stockyards with Federal inspection to assure prompt discovery, segregation, and safe disposal of diseased animals moving through these busy livestock centers.

Designation as public stockyards means that the yards have met the high standards for safe and humane handling of livestock required by Federal regulations governing the interstate movement of livestock. Among the standard requirements met by public stockyards to qualify for the designation are: Adequate facilities to prevent mingling of lots before the animals are examined for contagious diseases; pens for segregating diseased animals; facilities for cleaning and disinfecting pens, areas, and vehicles contaminated by diseased animals; and equipment for dipping and vaccinating animals requiring it.

At present there are 58 public stockyards located at major marketing centers throughout the country. Inspection at these yards is performed by Federal inspectors. Every year between 60 and 70 million head of livestock--a cross section of the domestic animal population--pass through public stockyards enroute to and from every section of the country.

Provide for Specifically Approved Stockyards and Slaughtering Establishments

Federal regulations also provide for the specific approval of stockyards and slaughtering establishments that have met requirements for handling interstate shipments of particular species of animals for the control of particular diseases.

Under the brucellosis regulation, for example, the Animal Disease Eradication Division is responsible for giving specific approval to stockyards and slaughtering establishments for handling cattle in interstate commerce. Approval means that required standards have been met for the safe handling of cattle or their carcasses and products to prevent the spread of brucellosis. Some stockyards and slaughtering establishments are approved only for handling cattle not known to have brucellosis, and others are approved for handling reactors as well.

Inspection work at specifically approved stockyards and slaughtering establishments is carried out under the direction of State sanitary authorities--and not by Federal inspectors as is the case at public stockyards. Cost of inspection at specifically approved yards, which are usually auction markets, is paid by the States. To qualify for approved status, operators of the yards sign an agreement to permit no cattle to be removed without the proper certificate or release issued by the inspector.

On May 1, 1960, more than 1,368 stockyards had obtained specific approval for handling interstate shipments of cattle under the brucellosis program. Of these, 428 were approved for handling cattle not known to be affected by brucellosis and 940 to handle reactors as well as presumably healthy animals.

Provide for Issuance of Certificates for Interstate Movement of Livestock

Federal regulations require that some interstate shipments of livestock must be accompanied by official certificates and specify when and what type of certificates are required. In some cases, certificates issued by Federal inspectors are needed to meet requirements. (This is true of livestock moving interstate from public stockyards.) In other instances--such as cattle moving interstate from other than public stockyards--accredited veterinarians may issue certificates required under the new brucellosis regulation on shipments going into modified-certified brucellosis areas. Certificates from the State of destination are also required for shipping cattle into areas with official brucellosis eradication programs. (See pages 13-14 for more information about the brucellosis regulation.)

Certificates Issued by Federal Inspectors.--Certificates issued by Federal inspectors for the interstate movement of livestock are of two types;

- (1) Regular certificates are issued for the interstate movement of animals that have been inspected and found to be apparently free from any contagious, infectious, or communicable disease.

(2) Special certificates authorize the interstate movement, with restrictions and proper safeguards, of animals that are suffering from certain specified diseases when permitted by regulation. These special certificates are issued in accordance with specific regulations, as for example, the regulations which provide that reactors to the tests for tuberculosis, paratuberculosis, and brucellosis may move interstate for immediate slaughter at approved slaughtering establishments.

All animals moving interstate from public stockyards are required to have one of these two types of certificate from a Federal inspector authorizing their movement. These certificates, which accompany the animals to their destination, provide a check on compliance with regulations for combating animal diseases. Before issuing certificates, inspectors check waybills and other records to see that animals are either apparently free from communicable disease or are being handled, treated, and disposed of in accordance with Federal regulations restricting the movement of diseased animals.

Special certificates accompanying animals affected by communicable diseases also serve to alert everyone concerned with the shipment to observe regulatory safeguards--such as transporting the animals in separate cars, resting them in separate pens while in transit, treating or disposing of them in the required manner, and cleaning vehicles, pens, and premises contaminated by them.

Certificates Issued by Accredited Veterinarians.--Accredited veterinarians are practicing veterinarians who are authorized by ARS to perform official work either in Federal-State animal-disease eradication programs or the testing and inspecting of livestock for issuance of certificates in compliance with requirements for interstate and international movements. Accredited veterinarians are empowered to issue certificates for the interstate movement of apparently healthy animals from one country point to another country point.

State of Entry Permit No Substitute for Federal Certificate.--A permit from the State of destination authorizing the entry into that State of a shipment of livestock does not exempt the shipment from Federal certificate requirements for moving livestock interstate under Federal regulations. Despite the obligation of shippers and carriers to know and to comply with applicable Federal regulations, State permits have been erroneously construed in some instances to mean that cattle may move interstate without meeting Federal certificate requirements under the new brucellosis regulation. To help avoid such violations, USDA recommends that when a permit is issued by the State of destination for entry of cattle requiring a Federal certificate, the words "Shipment should be accompanied by the required Federal certificate" be stamped on the permit.

RESPONSIBILITY FOR EFFECTIVE REGULATION IS WIDELY SHARED

The responsibility for developing and maintaining effective regulatory safeguards for control and eradication of animal diseases is a widely shared one. The job of safeguarding the movement of livestock and poultry is too big for any one agency or group working alone. Regulation at the interstate level would be incomplete without regulation of the movement

of livestock within the States and vice versa. Also--since the value of regulatory safeguards depends on observance--regulations must have active and informed support from industry and the general public.

State and Federal Regulatory Responsibilities Compared

Federal regulations apply only to interstate movement of livestock and poultry. The individual States are responsible for regulating the movement of livestock and poultry within their borders. And most States have their individual health requirements for admission of domestic animals consigned to destinations within the State.¹⁸ Operating at different levels, the two types of regulation are supplementary. Both are essential to provide a complete system of regulatory safeguards against the spread of animal diseases. Animal diseases have no respect for boundary lines. Federal and State livestock sanitary officials recognize this fact and work closely together in administering and enforcing regulations.

Individual Responsibility for Compliance

Full compliance with regulations is essential to fully protect healthy livestock from animal diseases spread through the movement of domestic animals. The great majority of livestock and poultry shippers and carriers are careful to comply with regulations affecting interstate shipments. In comparison with the large volume of livestock and poultry moving in interstate commerce every year, the number of violations is extremely small. But any infraction hampers eradication progress and weakens our defenses against animal diseases--so threatens farmers and ranchers everywhere. On the other hand, experience has demonstrated, in instance after instance, that the sooner necessary control measures are put into effect and strictly enforced, the quicker outbreaks of dangerous and costly animal diseases will be brought under control, and the need for quarantine and other restrictions be removed.

So that there will be no weak link in the chain of safeguards protecting the American livestock and poultry industry from animal diseases, everyone concerned with interstate shipments of livestock has a responsibility to know and obey applicable regulations. This responsibility extends not only to stockraisers shipping their livestock interstate but also to trucking companies and railroads carrying animals across State lines, to accredited veterinarians issuing certificates covering interstate shipments of cattle under the brucellosis regulation, and to buyers receiving livestock from other States.

Measures Taken to Promote Compliance

Regulatory Information Made Available

In promoting compliance with Federal regulations, a major object of the Department is to make up-to-date and accurate regulatory information readily available to everyone concerned.

¹⁸In recent years, some effort has been made through the Council of State Governments and State livestock sanitary officials to coordinate the regulations of the various States with a view to more unification. While more uniformity would help to avoid the confusion that sometimes results under prevailing conditions when shippers undertake to move livestock into various States under varying conditions, regional differences seem to provide some justification for the variety of requirements. An importing State, for example, would be likely to feel the need for more stringent requirements than an exporting State.

USDA enforcement personnel stationed throughout the country contact organizations and individuals connected with the livestock industry to keep them informed about laws and regulations pertaining to their operations.

Copies of Federal regulations are sent to State livestock sanitary authorities, accredited veterinarians, and other key individuals.

General information about Federal regulations and the need for them is disseminated to the general public through press, radio, and other news media whenever an animal-disease emergency or development in the eradication programs warrants it.

Regulations Strictly Enforced

In fulfilling its legal responsibility to enforce Federal regulations, USDA emphasizes the importance of a well informed public. The Department is more concerned with obtaining full compliance than with penalizing infractions. At the same time, regulatory officials recognize that violations of animal-health requirements must be aggressively prosecuted, since toleration of violations would lead to an erosion of the safeguards on which the nation's livestock and poultry industries depend.

To prevent violations occurring without detection, Federal enforcement officials check interstate shipments of animals. They inspect consignments of livestock and poultry at highway and railroad points, stockyards, and livestock centers throughout the United States for compliance with Animal Quarantine laws. Whenever apparent violations are uncovered, the Department follows through with appropriate action, making further investigation or forwarding the case to the Department of Justice if the evidence warrants it.

Although the emphasis in enforcement is prevention rather than punishment, regulatory experience has demonstrated that to serve a useful purpose, penalties must be sufficiently severe to act as a deterrent. Violators of the 28-Hour Law are subject only to civil action but violators of the Animal Quarantine laws are subject to criminal action.

During 1959, 138 convictions resulted from the prosecution of violations of the Animal Quarantine regulations¹⁹ which had been referred by USDA to the Department of Justice for action. Of this total, the large majority involved violations of the brucellosis regulation: 62 convictions resulted from failure to comply with controls on the interstate movement of cattle NOT known to be affected with brucellosis; and 48 convictions resulted from moving reactors interstate in violation of certificate or other requirements. Most of the other convictions involved failure to clean and disinfect cars or trucks contaminated by diseased or exposed animals. In addition to complaints leading to conviction, 10 cases were disposed of by U.S. attorneys handling them with a warning to the violators. Three cases resulted in acquittal or dismissal.

During 1959, USDA also received notice from the Department of Justice of 225 convictions arising out of violations of the Humane Act.²⁰

¹⁹Regulatory cases are not necessarily decided in the same year they are initiated. Results of completed Animal-Quarantine-Law and Humane-Act cases received by the Department during the early months of 1959, for example, were principally for cases initiated during 1958.

²⁰See footnote 19.

Cooperative Approach Emphasized

In administering Federal regulations, USDA emphasizes the cooperative approach to the problem of providing and maintaining regulatory safeguards against the interstate spread of animal diseases.

Regulatory changes are usually made with the knowledge and advice of State livestock sanitary authorities, representatives of livestock associations, and other segments of the livestock industry. For example, the U.S. Livestock Sanitary Association (an organization composed largely of State and Federal livestock sanitary officials) is frequently consulted in regulatory matters. The National Brucellosis Committee helped in drafting the recent amendment to the brucellosis regulation.

Usually, before new regulatory provisions are adopted, a widespread recognition of need for the new safeguards has developed. A case in point is the recent amendment to the regulation for control of sheep scabies. The amendment was urged by Western States that succeeded in eradicating the disease early in the century and do not want their sheep to be reinfected.

Since the livestock industry encompasses so many different areas and types of operation with varying and sometimes conflicting interests, some difference of opinion regarding pending regulations is to be expected. Before proposed regulatory changes are put into effect, the new provisions are discussed with the industry groups concerned and then publicized through the Federal Register. This gives State livestock sanitary officials and representatives of livestock associations and of other segments of the livestock industry an opportunity to endorse, oppose, or suggest modifications in the pending regulation.

USDA also works closely with State and local livestock officials for more effective enforcement. For example, State and Federal inspectors frequently work together in gathering evidence when a violation of both interstate and intrastate regulations is suspected. Also, Federal inspectors immediately notify the State of origin when they discover a diseased animal in an interstate shipment. This alerts the States to the existence of animal diseases and enables them to take prompt remedial action.

Although responsibility for administering and enforcing State regulations rests with the States, Federal enforcement officers--under agreement with the States--can and do notify State livestock sanitary authorities of any infractions of State regulations they uncover. Also, in emergencies (when there is danger that disease within a State may spread across its boundaries), Federal inspectors may be deputized by the States to help in enforcement of State regulations.

The recent changes in regulations for control of bovine brucellosis and sheep scabies have further increased the areas of cooperation between State and Federal livestock sanitary officials. The States pay for and supervise inspection at stockyards specifically approved for handling interstate shipments of cattle under the brucellosis regulation. Also States qualifying as eradication areas under the sheep-scabies regulation are responsible for administering an approved scabies-eradication program within their borders. (These officially approved cooperative programs vary according to the needs of the particular States but must be mutually acceptable and agreed upon by the State and USDA.) Federal regulatory authorities, in turn, help to protect States designated as eradication areas as well as free areas from entry of infected sheep.

REGULATORY OUTLOOK

America now has the necessary know-how and tools for continued progress on all fronts of the broad animal-disease fight. Present-day eradication weapons include a large body of research-developed knowledge in the animal-health field and an effective regulatory system to help implement this knowledge for the control and eradication of communicable diseases of animals.

With all major diseases now under control, the outlook is that--as more and more animal diseases approach the eradication goal--new regulatory safeguards will be needed to hold gains and clean up last strongholds of infection. For example, an intensified regulatory offensive against bovine tuberculosis has started to reverse the slight but significant upward trend noted during recent years in the incidence of this disease. The Department has announced that effective July 1, 1960, any State or area within a State that has not met requirements for re-accrediting as a modified accredited area or has not taken approved measures toward re-accreditation will lose its modified accredited status.²¹ Loss of accreditation means that cattle shipped from the area are subject to testing just prior to movement and other special requirements.

Successful implementation of this and other new regulations essential to future eradication progress will require the continued cooperation of all groups concerned--veterinarians, extension and other agricultural leaders, personnel of stockyards and transportation companies, and individual farmers and ranchers, as well as State and Federal regulatory officials.

²¹Modified accredited area status means that no more than 0.5 percent of the animals in the area (as tested under an officially approved program) are affected by bovine tuberculosis. On November 1, 1940, following a nationwide campaign against bovine tuberculosis, all States had achieved accredited status.

